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FAST PASSENGER LINE OPENED, RIJEKA - KOTOR

Pomorstvo, No 7, Jul 49

Navigation along the Yugoslav coast is carried on only during the day because many straits and channels are still mined. The most important passages and main routes have been cleared of mines and are patrolled by the navy.

Because of daylight sailing, ships on long distance lines have been requiring 4 days and 3 nights from Rijeka to Kotor. The most navigable sector on this route is from Split to the coast of Makarsko, 30-40 nautical miles, where ships can sail at night. In May 1949, the Adriatic Navigation Line introduced a new schedule for this line.

The new passenger connection between Rijeka and Kotor will be made by the Kotor and the Dalmacija, two of the best passenger steamers. They have total accommodations for 1,561 passengers and a speed of 14 knots. These ships will make the trips in 2 days and one night, cutting the running time in half. For example, the ship which leaves Rijeka at 0500 hours and stops at Rab, Zadar, and Zlarina, arrives in Split at 2030 on the same day; leaves the following day at 0100 for Makarska, Korcula, Dubrovnik, and Kotor, where it arrives at 1630. The stops at these ports are sufficiently long for embarkation of passengers. On the return trip, the ship leaves Kotor at 0400, arrives in Split at 1900, and touches at all the above ports, arriving in Rijeka the following day at 1910.

YUGOSLAV AIRCRAFT INDUSTRY EXPANDS

Front, No 43, Sep 49

During World War II the Yugoslav aircraft industry was almost completely destroyed. Since then, it was not only repaired, but also expanded so that Yugoslavia is now producing its own aircraft. The first planes built in Yugoslavia were gliders of the Orao, Triglav, Jadran, and Sokol types. Next, the Aero-2 primary trainers were built, then the Trojka trainer-tourist aircraft, and the Pionir experimental twin-engine aircraft, in which the pilot is in a horizontal position, enabling the aircraft to carry a load 12 times heavier than its own weight (other aircraft can carry loads only five to six times heavier than their own weight). The Aero 2D and Aero 2F trainers with closed cockpits, are also produced and are being used this year against insects. The Aero 2X hydroplane, the Number 213 advanced trainer, and finally the first Yugoslav fighter aircraft, the S-49 fighter, are other types built.

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- 2 -

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